

Intimations:

**DOVRIL PROMOTES HEALTH,
STRENGTH AND ENERGY.**

Bovril Promotes Energy and takes away that tired feeling which life in the East produces. Unrivalled for Athletes and persons of either sex cultivating physical strength. To be obtained at all Stores, Chemists and Hotels throughout Hongkong, China and Japan. [287c]

BOVril

UNITED ASBESTOS ORIENTAL
AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE

FOR THE

UNITED ASBESTOS CO., LD., LONDON.

CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE

Best Qualities of ASBESTOS GOODS and PACKINGS.

HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.

"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT.....THOMAS SKINNER.

SUPERINTENDENT.....ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers


FAMOUS DEVONSHIRE LIQUEURS.

SLOE GIN. ORANGE GIN.
'PEDLAR' BRAND.

GINS.

ERVEN LUCAS BOL'S VERY OLD GENEVA GIN.
(Great Speciality).

Acknowledged to be the finest GENEVA GIN



Telephone
No. 76.

produced.
In cases of 1 doz. Stone Cruchons.
NOLETS GENEVA.
Equal to any square bottle GENEVA on sale in the Far East.
SOLE AGENTS:.
CALDBECK, MACGREGOR & Co.
WINE AND SPIRIT MERCHANTS

15, Queen's Road,
Hongkong, 30th March, 1901.

PETER SYS' WONDERFUL SPECIFIC.
THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for
SPRUE, DYSENTERY, DIARRHŒA, HEMORRHAGE and ULCERATION
of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale
by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers)
9, Old China Street,
Shanghai.

12th October, 1898.	121
THE PUMJOM MINING COMPANY, LIMITED.	THE GREAT EASTERN AND CALE- DONIAN GOLD MINING CO.,

NOTICE is hereby given that the FOURTH ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company

will be held at the OFFICE of the Company, 14, Des Vaux Road Central, on SATURDAY, the 6th April, 1901, at NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December 1900, and of electing or re-electing the Directors and Auditors of the GREAT EASTERN and CALEDONIAN GOLD MINING CO., LIMITED, will be held at the OFFICES of the General Agents, No. 14, Des Vaux Road, on WEDNESDAY, the 30th April, 1901, at NOON, for the purpose of considering the Report of the Directors and Auditors, and if thought fit, passing the following

The TRANSFER BOOKS of the Company will be CLOSED from the 30th instant, to the 6th April, both Days inclusive.

By Order of the Board of Directors,

W. H. GASKELL,
Secretary.

Hongkong, 25th March, 1901. [362c

GREEN ISLAND CEMENT COMPANY,
LIMITED.

THE TWELFTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICES, No. 14, Des Voeux Road, -Victoria, on **SATURDAY, the 13th April, 1901, at 11 o'clock** of the forenoon.

St. Louis, Mo., for the purpose of receiving a
Statement of Accounts and the Report of the
General Managers for the year ending 31st
December, 1900, declaring a Dividend and
electing a Consulting Committee and Auditors.
The TRANSFER BOOKS of the Company

will be CLOSED from the 6th to the 13th instant, both Days inclusive.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 1st April, 1901. [387c

THE CHINA BORNEO COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SECOND ORDINARY YEARLY MEETING OF SHAREHOLDERS in

Series Z 49, 1 to 1,000 of \$1 (One Dollar each).

The Public are hereby CAUTIONED against purchasing or dealing in any way with such Notes, as the BANQUE DE L'INDO-CHINE

the above Company will be held at the OFFICES of the Company, No. 4, Queen's Buildings, on SATURDAY, the 13th day of April, at 12 o'clock (NOON), to receive a Statement of Accounts to the 31st December, 1900, and the Receipts of the Manager and Consulting Com-

NOT RESPONSIBLE FOR DEBTS
NEITHER THE CAPTAIN, THE AGENTS N
OR THE OWNERS OF THE S.S. COLONIE
will be RESPONSIBLE for any DEBT con-
tracted by the Captain or the Agents.

Hongkong, 26th March, 1901. [370c. Hongkong, 18th March, 1901. [34

Today's Advertisements.

**THEATRE ROYAL,
CITY HALL.**

**Mr. HENRY DALLAS'
COMIC OPERA SEASON.**

**LAST 4 NIGHTS.
LAST 4 NIGHTS.**

**TO-NIGHT!
LAST NIGHT**

THE GREAT GAIETY-MUSICAL
SUCCESS.

**"A RUNAWAY
GIRL."**

Mr. DALLAS as "FLIPPER."

**TO-MORROW
(WEDNESDAY) and THURSDAY,
"THE BELLE OF
NEW YORK."**

THURSDAY NIGHT,
Complimentary Benefit to Mr. & Mrs. DALLAS.

**SATURDAY,
"SAN TOY."**

LAST NIGHT OF SEASON.

LAST NIGHT OF SEASON.

**FULL CHORUS.
AUGMENTED ORCHESTRA.**

PLAN at ROBINSON PIANO CO.

**BERTRAM HERMANN,
Business Manager.**

Hongkong, 2nd April, 1901. [288c]

INSURANCE HOLIDAYS.

THE Undemanded INSURANCE
OFFICES will be CLOSED for the
Transit of Public Business, on FRIDAY, the 5th
instant, (GOOD FRIDAY), and on MONDAY,
the 6th instant, (EASTER MONDAY).
JARDINE, MATHESON & CO.,
General Agents.

CANTON INSURANCE OFFICE, LD.
and

General Managers,
HONGKONG FIRE INSURANCE CO.,
LIMITED.

For the UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

W. J. SAUNDERS,
Secretary.

For the NORTH-CHINA INSURANCE CO., LD.,
W. H. PERCIVAL,
Agent.

For the CHINA TRADERS' INSURANCE CO.,
LIMITED.

W. H. RAY,
Secretary.

For the YANGTZE INSURANCE ASSOCIATION,
LIMITED.

SHEWAN, TOMES & CO.,
Agents.

For the CHINA FIRE INSURANCE CO., LD.,
GEO. L. TOMLIN,
Secretary.

Hongkong, 2nd April, 1901. [389c]

**DOUGLAS STEAMSHIP COMPANY,
LIMITED.**

FOR SWATOW.

The Company's Steamship

"THALES."

Captain Robson, will be despatched for the
above Port, on THURSDAY, the 4th instant,
at Daylight.

For Freight or Passage, apply to
DOUGLAS LARRAK & Co.,
General Managers.

Hongkong, 2nd April, 1901. [390c]

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS,

Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES

at 16, Queen's Road Central,
(R. HUGHES & Co.)

(Nearly opposite the HONGKONG HOTEL).

Business hours—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and
diseases affecting those advancing in life
occur to those having some deficiency in the
constitution of the eyes—the many years of
"Eye Strain" ending in serious forms of disease.
Glasses especially adapted in youth to those
requiring them save and preserve the sight.

Constantly reading, weak eyes, the letters
running together; any of these symptoms indicate
a deficiency in the form of the eye requiring
Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES
only after testing the sight.

ADVICE FREE. [1453b]

WANTED.

THREE or FOUR LADS

to SELL the

**"HONGKONG
TELEGRAPH."**

LIBERAL COMMISSION

PAID.

Apply Personally at

"THIS OFFICE."

Intimation.

**A. S. WATSON & Co.,
LIMITED.**

**WATSON'S
HYGIENOL.**
(Registered)

**A POWERFUL DISINFECTANT,
GERMICIDE, ANTISEPTIC
AND DEODORISER.**

RECOMMENDED BY THE MEDICAL
PROFESSION.

**CHEAP, HARMLESS CONVENIENT
AND EFFECTIVE.**

This DISINFECTANT possesses
all the good properties of Carbolic
Acid, but is IMMENSELY SUPER-
IOR in being NON-POISONOUS
—even in its concentrated form, thus
avoiding risk of accident—and in
the facility with which it mixes with
COLD WATER in any proportion.
In its diluted state it will not injure,
stain, or corrode the person, metals,
furniture, cotton, linen, or woollen
fabrics.

**WATSON'S
PURE CARBOLIC
SOAPS**

will be found most efficacious for the
prevention of contagious diseases of
all kinds.

**A. S. WATSON & CO., LIMITED,
HONGKONG DISPENSARY.**

ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, TUESDAY, APRIL 2, 1901.

REUTER'S TELEGRAMS.

THE UNIVERSITY BOAT-RACE.
LONDON, March 30th.

Oxford won the University Boat-Race by
half a length.

THE UNIVERSITY BOAT-RACE.
LONDON, March 31st.

The race was a grand one. Cambridge
led to past Barnes; Oxford then made a
superb final effort and won.

PARLIAMENT.

The Houses of Lords and Commons have
adjourned until the 22nd April.

**BRITISH SOUTH
AFRICA.**

**COMMANDO'S ASTOUNDING
MOBILITY.**

DIVIDING, REUNITING, ELUDING.

The mobility of Krieger's Commando
is astounding. The force doubles backwards
and forwards between the Orange River,
which continues impassable, and Zuurberg,
dividing and reuniting, the Commando
always eluding the numerous pursuing
columns.

CHINESE LABOUR IN AFRICA.

The Chamber of Mines at Bulawayo has
affirmed the principle of the introduction of
Chinese labour into Rhodesia under Govern-
ment restrictions regarding repatriation.

WEATHER REPORT.

The Observatory report says:—
On the 2nd at 12.5 p.m. the barometer has
fallen quickly over China, owing to a depression
which appears to be advancing towards the E.
coast from the Westward. Gradients slight in
S. China and the N. part of the China Sea.
Forecast:—E. to N. winds, moderate; probably
some rain.

LOCAL AND GENERAL.

An Yu, says a Manila paper, who served in the
American navy for thirteen years, and was last
with Dewey's squadron on the *Olympia*, is the
first Chinaman to be pensioned by Uncle Sam.

AMONG the measures likely to be dealt with in
the present sitting of Parliament is the Light
Laid-line Bill, having for its object the pre-
vention of ships proceeding to sea with
insufficient ballast which, at several Courts of
Inquiry, has been held responsible for disaster
and much loss of life.

THE returns of the number of visitors to the
City Hall Library and Museum for the week
ended 31st March are:—

	Library.	Museum.
Non-Chinese	433	183
Chinese	156	2,313
Totals	589	2,496

MR. G. J. W. KING attended at the offices of
the Public Works Department yesterday after-
noon in pursuance of the advertised sale by
public auction of three lots of Government
land, two at Kowloon, and one at Barker Road.
Only four Chinese landowners put in an ap-
pearance, and they being indisposed to offer
bids for any of the properties, the sale was not
held.

LOVERS of cod-liver oil and similar nastinesses
will do well to take a trip to Kowloon where
they can in Chater Road, feast their sense of
smell on the odour of fish oil to their hearts'
content. Large quantities of this very evil
smelling oil have been spilled over the tram
lines, while an apparently much damaged cargo
was being moved between the ship and the
godown.

It was reported the other day that the Seige
Train and the 1st Bengal Lancers were shortly
to leave for Tientsin to join General Gaselee's
force. On enquiry at the Headquarters Office
we learn that there, as yet, no orders for the
Seige Train to leave Hongkong and that only
remounts are to be sent north from the Bengal
Lancers. These will go by the transport due
here shortly.

THE return of cases of communicable disease
reported as occurring in the Colony during the
week ended 30th March shows:—Bubonic
Plague fourteen cases, ten deaths; Enteric
Fever, two cases, one death, one case was a
European from the Peak district and the other
was a Chinese found dead on a buoy in the
harbour; Small-pox, thirteen deaths, including
one European from H.M.S. *Ocean*, eleven
Chinese and one Manilaman.

MR. G. P. LAMBERT yesterday afternoon offered
for sale by public auction, at his sales rooms
in Duddell Street, the property known as 14,
Cleverly Street, registered at the Land Office
as Section B of Inland Lot No. 103. The
annual proportion of Crown rent is \$10, and the
monthly rentals, including taxes, amount to \$30.
The area is about 38 square feet. Bidding
started at \$3,000, but rose rapidly to \$9,100, at
which price the lot was sold to Fun Fung.

A HOME paper states that eighty of the Russian
labourers engaged in the erection of the Glas-
gow International Exhibition have struck work,
demanding that their wages should be advanced
from £2 10s. to £4 per month. They complain
that they do not receive one penny of their
wages as the Russian Government pay their
wages 30s. monthly, and deduct the rest for
taxes. The men further complain of their food,
and say they get cold water instead of tea.

THERE seems to be a mania in the Colony at
the present time for adding another storey to
buildings. We should like to know if the P.
W. D. officials inspect each building before
permission to make the addition is granted,
for several that we have seen look as though
they were too flimsily constructed to carry the
extra weight. It will be instructive to note
how many of these heightened buildings col-
lapse. We shall not be a bit surprised to see
several of them do so.

A SHARP action with the Achinese took place
at Paya Reube, about a fortnight ago, says the
Pinnig Gazette of the 22nd ult. The Dutch
forces found the enemy in fortifications which
they stubbornly defended, after bombardment.
The enemy's positions were taken by storm,
with the loss of thirteen killed to the Dutch,
the number of wounded not being given. The
Achinese left seventy-seven dead on the field,
besides arms, ammunition, and supplies. Many
of the forts were razed to the ground.

THE Automobile Club of America have issued
a challenge to the world for an endurance race
from New York to Buffalo. The race is to
take place the last week in August or early in
September. For the event, and also for a
series of international races that are to follow,
the club will offer prizes, cups and medals, to a
cash value of £1,000. Automobileists of every
nation are invited to participate. The course
is a trifle over 450 miles. The maximum speed
allowed is fifteen miles an hour. If a machine
falls below six miles an hour it is to be ruled
out of the race. The route is to be up the
Hudson to Albany, and thence across the state
to Buffalo. It is estimated that at least two
hundred motor cars will take part in the race.

AMIDST all the poverty and rioting in Korea
and within a few miles of the capital, that
good-for-nothing king and government are
hastening the country's ruin and destruc-
tion, the Korean correspondent of the
Japan Herald says. "The petty kingdom,
anything but independent as it assumes to
be, is constantly throwing away its money,
and engaging first one and then another
official to do nothing. I know one person who
was engaged nearly three years ago to fill a
position in the Royal Family as tutor. So far
he has never been called upon to give an hour's
instruction. The two latest appointments are
a German doctor for the Royal Household, and
a German Bandmaster who has already arrived.
The whole Court, Ministers and government are
full of intrigues and plots to enrap one another.
The country is in a deplorable state, and any
day may see some serious trouble which will
be the worst the country has known for many
years."

La vie est brève,
Un peu d'amour,
Un peu de rêve,
Et puis—bon jour.
La vie est vaine,
Un peu d'espoir,
Un peu de peine,
Et puis—bon soir.

AN impudent robbery recently occurred in a
cash shop in the Native City, Tientsin, a
Chinaman going to the shop and alarming the
inmates by telling them a crowd of foreign
soldiers were outside and they had better hide.
When they had run away into the back pre-
mises, this individual proceeded to help himself
to all the valuables and decamped, and had got
well away before the inmates discovered they
had been duped.

AT 1. Native States and Singapore friends of
Mr. and Mrs. Turney will be pleased to learn
of the marriage of their eldest daughter, Miss
Dottie Turney, to Mr. Charles Fittcock, son of
that old and respected resident of Singapore,
Mr. C. Fittcock, Lloyds Surveyor. Mr. Fittcock
Jnr. has gone to Hongkong to take up respon-
sible duties in connection with that important
enterprise, the Hongkong and Whampoa Dock
Company. Miss Turney has carried with her to
Hongkong the good wishes of a large number
of friends. —*Singapore Free Press.*

THE Hon. Treasurer of the Allice Memorial
and Netherfold Hospitals begs to acknowledge
with thanks the following donations to the
funds of the Hospitals:—
H.K. & Kowloon Wharf & Godown Co., \$200
Lane, Crawford & Co. 50
Hongkong & Whampoa Dock Co. 50
Hon. Wei Yuk 20
W. Lyasung and Son 10
S. Bhabha 10
J. Black 10
H. Cox 10
A. M. Essabhy 10
W. J. Wright 5

It is to be fervently hoped, says the *Singapore
Free Press*, that the address to be read to the
Duke and Duchess of Cornwall and York will
not be guilty of the fault of running to a
great length of loyal verbosity. That of the
Colombo Municipality consists of exactly one
sentence, well-balanced, compact, and laconically
comprehensive. Including the preamble
and the date there are just a hundred and eight
words. The Chairman thought the casket for
the address, as in 1897, might cost Rs. 1,500.
This would run to about fourteen rupees a
word, inclusive. A very pretty case of "speech
silver."

ACCORDING to a telegram received from Maru-
kame by a Japanese paper, a collision took
place early on Sunday morning, the 24th ult.,
between the N.Y.K. steamer *Kumamoto-maru*
(1,993 tons) and the Japanese steamer *Chiyo-
maru* (1,698 tons), which was chartered by a
Chinese firm, in the neighbourhood of the Hir-
shima lighthouse, about four miles off Tadotsu,
in the Inland Sea. The *Chiyo-maru* sustained
considerable damage to her engine room, and
sank in consequence. The passengers and
crew were saved. The *Kumamoto-maru*, which
suffered slight damage to her bow, left the scene
of the disaster for Kobe for repairs. It is re-
ported that assistance has been sent from Tadotsu,
but no further particulars are given.

BOWLING.

The 3rd Bowling Match for the New
Challenge Shield will be played between the
Hongkong Club and the Club Germania on
Wednesday and Thursday, commencing at 5
p.m. each day.

The teams will be:—
HONGKONG CLUB. CLUB GERMANIA.
F. Maitland (Captain). A. Bombach (Captain).
K. W. Mounsey. G. Engel.
J. Hopper. A. Thiesen.
R. J. Gerrard. W. O. C. Spalckhauser.
P. A. Cox. E. Vellbrecht.
M. Morrison. J. Wahlen.
Captain Warren, R.A. Chas. Lammer.
E. H. Hinds. F. Gröning.
2nd April, 1901.

VICTORIA RECREATION CLUB.

Three scratch races were held on Saturday
under the auspices of the Victoria Recreation
Club, a fair number of spectators being pre-
sent on the Hon. Secretary's launch which fol-
lowed the races. The first event was a "Picked
Scratch Race," with an entrance fee of \$1 each,
for which three crews entered:—
Station No. 1, Kornblume—H. W. B. Ken-
nett, A. E. Asger, C. E. A. Hance, R. Lapsley
(capt.), F. W. White (cox).
Station No. 2, Rose—M. E. Asger, F. D. Bain,
J. Miller, A. A. Alves (capt.), J. H. R. Hance
(cox).
Station No. 3, Shamrock—C. M. S. Alves,
N. H. Alves, F. M. Rosa Pereira, C. E. A. Alves
(capt.), T. Meek (cox).
Rose won by two lengths, Shamrock giving
up after three fourths of the course had been
covered.

The second race was an "Arranged Scratch
Race," with entrance fee as before. Three
boats were entered:—
Station No. 1, Rose—M. E. Asger, A. E. Asger,
J. Miller, A. A. Alves (capt.), T. Meek
(cox).
Station No. 2, Kornblume—H. W. B. Ken-
nett, F. D. Bain, F. M. Rosa Pereira, C. E. A.
Hance (cox).
Station No. 3, Leek—N. H. Alves, H. M.
Bain, R. Lapsley, A. A. Alves (capt.), F. W.
White (cox).
The three boats kept well together for the
first half mile, when Rose gradually drew ahead
and won, Kornblume coming in a fair second.
Time 6 min. 17 sec.

The final event was a Tub Sculling Race for
which five members entered:—Messrs. J. H.
R. Hance, F. M. Rosa Pereira, P. K. Tata, H.
W. B. Kennet, and C. E. A. Hance. J. H. R.
Hance, who drew Station No. 4, won by two
lengths from C. E. A. Hance, Station No. 2.
Mr. Denison was starter, and Messrs. W.
Armstrong and A. A. Souza judges.

ROYAL HONGKONG YACHT CLUB.

The Tenth Club Race will be sailed on
8th instant, starting at noon, Course:—from
Police Pier round Cowcoveh to starboard,
Channel Rocks to starboard and return, dis-

THE RUNAWAY-GIRL.

The Runaway Girl made her first bid for
popular favour last night, and secured it. The
piece went with a swing from start to finish; the
dresses were good; the scenery again excellent,
particularly the Second Act, which represented
the Grand Canal in Venice, with a vision of
lofty domes and stately palaces in the distance.

Mr. Dallas, as Flipper, gave us indisputably
his finest impersonation this season. The quaint
cockney jockey was inimitably portrayed; and
from start to finish the humour of the character
kept the house in a roar. Skilfully avoiding
the pitfalls that would have dragged a less
clever actor into vulgarities, he swept the whole
action of the piece along in an irresistible flood
of drolleries. Amusement never lessened for a
moment while he was on the stage; and we
congratulate him on his marvellous display of
acting. Next to him came Mr. Munro, whose
"Brother Tamarind" was decidedly good. Whether
as the rubicund friar or the amorous
strolling musician, he was equally amusing.

Of Mr. Godwin we have the old complaint to
make; he had not half enough to do. With
such capital histrionic powers and so clear
and powerful a voice, we are never content
to see him in anything but a big part. Taught
in so excellent a school as the London stage,
his acting is always so delightfully natural and
unstrained; and we are glad to know that
before the season closes we shall see him
again as Doc. Shifkins in the "Belle of New
York"—a part he has often played in the Shafes-
bury in town—and as Yen How in San Toy,
perhaps his best impersonation.

Our veteran actor, Mr. Ferrel, was again to
the fore and as good as he always is, as Lord
Coodle; and was the ancient but smart man of
fashion to the life.

Mr. Metcalfe as Guy Stanley was very good;
his voice as attractive as ever.

Mr. Wilson was better as Pietro than he has
yet been.

The gem of the whole piece was the clever
acting of that "favourite of the gods," to say
nothing of the dress-circle and stalls, Miss
Hettie Peel. We are indeed glad that the
season did not close without giving us an op-
portunity of seeing her in a leading part.

Bright, vivacious and fascinating she made
a charming Winifred Grey. As the pretty
school-girl in the first scene, she was as
enchanting a "flipper" as ever won the
hearts of a whole fleet of midshipmen. As the
Vingari maid she was delightfully pretty
and captivating; and one scarce knew which
to admire most, the gracefulness of her move-
ments or the cleverness of her acting. After
hearing her only in comic songs, her voice in
sentimental music was a revelation. It sounded
particularly sweet in the duet with Guy
Stanley. There's no one in the world like
you. Of course in "The Soldiers in the
Park" she brought down the house; and was
re-called again and again in frantic applause.

Miss May Norton was very clever in the
excellent part of Carmenita; and her cockney
accent was worthy of Connie Ediss herself.
She was at her best in "That ain't the sort of
way to treat a Lady."

Miss Bertha Hunter has made a special
study of the aristocratic and haughty dame;
and her "Lady Coodle" is well worthy to rank
with her exhibitions of the Admiral's wife in
the French Maid, and Lady Constance in the
Geisha.

Miss Evelyn de Worms has unfortunately but
little to do in this piece; and we were only
favourably with one small solo which scarcely
served to display her delightful voice.

Miss Beryl Mackay was very good as "Alice";
and her duet and dance with Mr. Dallas in "The
Ficcinellas" deserved all praise. Miss Capel
was graceful as she always is, in the pretty
dances introduced in the Second Act.

Last four performances—"To-night a Run-
away Girl" is to be staged for the last time in
Hongkong. To-morrow (Wednesday) that
most popular American Musical Comedy
"The Belle of New York" will be revived for
two nights—the performance on Thursday
being a complimentary benefit to Mr. and Mrs.
Dallas. The popularity of these two talented
artists is so great that numbers of their
admirers will be certain to turn out specially
for this performance, even if they have
seen the piece before. On Good Friday
there will be no performance, and on Sat-
urday, the last night of the Company's stay,
"San Toy" will be played, and an enormous
house is already assured to witness what has
proved one of the Company's best attractions.
On Monday, 8th inst. Mr. & Mrs. Dallas and
their Company leave for Singapore.

HONGKONG VOLUNTEER CORPS.

It is notified for general information that no
drill parades will be held at Headquarters until
further orders.

BAND.
Band Practice will be held weekly during
the non-drill season as usual, Monday and
Wednesday:—
Unenrolled Drummers 5 to 6 p.m.
Drummers 6 to 7 p.m.
Under Sergeant Drummer G. Mackie, R.W.
Fusiliers.

BUGLERS.
Bugle practice will be held weekly during
the non-drill season on Friday, at 5.30 p.m.,
under Sergeant Drummer G. Mackie, R.W.
Fusiliers.

SIGNALERS.
Signalling Instruction will be held weekly
during the non-drill season on Tuesday and
Friday, at 5.30 p.m., under Sergeant W. French,
R.G.A.

By Order,
(Signed) C. G. PRITCHARD, Captain, R.G.A.,
Adjutant, H.K.V.C.

SANITARY BOARD.

A meeting of the Sanitary Board will be held
on Thursday, the 4th inst., at 4.15 p.m.

ORDERS OF THE DAY.
1. Correspondence relative to the resignation
of Dr. Wm. Horigan.
2. Report of the Quarterly Inspection Com-
mittee for the first quarter of 1901.
3. Report of the Committee on the Colonial
Veterinary Surgeon's Report for 1900.

AGENDA.
1. Recommendation by the Medical Officer
of Health relative to the outbreak of Plague in
Manila.
2. Regulations for the prevention of infectious
diseases in Formosa.

3. Hongkong declared an infected port by
Singapore.

4. Further letter reporting that the outbreak
of Rinderpest at Nagasaki is at an end.

5. Report of Plague at Singapore for the
week ended March 13th, 1901.

6. Singapore declared free from Plague and
Cholera.

7. Statement showing the number of cases
and deaths in Bombay City, from 19th February
to 24th March, 1901.

8. Lime-washing return for the fortnight
ended April 1st, 1901.

Mortality Return from Macao for the weeks
ended 17th and 24th March, 1901.

9. Mortality Statistics for this Colony for the

AT THE MAGISTRACY.

DISORDERLY

JAPANESE TOPICS.

(By Our Own Correspondent.)

YOKOHAMA, March 18th, 1901.

A revision of the Stamp Law for Civil Suits was recently introduced in the House of Representatives. With reference to this subject a veritable journal says that the revision will involve a great increase in the costs of law suits, as it aims, roughly speaking, at doubling the expenses now in force. Whereas at present a petition for a suit involving yen five or less in value must be accompanied by stamps to the value of 100 yen, in the proposed revision the rates of stamps to be used are doubled. In addition, anyone who at present wishes to call a witness has to pay 50 yen; this is to be doubled; and the charge for a protest is to be increased from 50 yen to 100 yen. The motive of the Judicial Department for introducing this Bill is supposed to be somewhat by way of retaliation, as the proposed expenditure for an increase of the salaries of judicial officials has been disapproved by the Lower House. Another object is said to be the reducing of the number of law suits, and also to serve as a pretext to impress the members of the Diet with the necessity of obtaining an increased revenue, so as to raise the emoluments of judges, procurators, etc.

There can be no doubt that the remuneration at present received by judicial officials in Japan is very small, and the necessity of an increase in salary all round began to be discussed last year, on the return of the judicial commissioners from their tour in Europe and America. The latter presented a memorial to the Government on the subject, and met with its approval, but seeing the indifferent attitude of the Diet, many judicial officials held a meeting last month and passed the following resolution:—"That Japan now finds herself under the urgent necessity of promoting the prestige of judicial officials admits of no question. To attain this end there would be no better means than to attract the best talent to judicial circles. This, of course, means an increased outlay of money. As the result of the abolition of the law requiring deposit for appeal, the number of appeals has considerably increased of late years, and there is also an increase in the number of prisoners awaiting trial. It is necessary that proper provision should be made to dispose of these cases as quickly as possible."

While one must sympathise with the judicial officials in their complaints regarding the inadequacy of their salaries, it is scarcely a dignified spectacle to see the men who have to administer the law formulating a kind of strike. The salaries, however, of the judges and procurators in Japan are scarcely higher than those earned by a competent artisan, and taking this into consideration it is hardly to be wondered at that they have taken up this strong attitude. Several of the most competent judges and procurators have recently resigned their posts, and unless some steps are taken to increase their emoluments, it is highly probable that many more will resign, as they can make more money by practising at the bar or in chambers than by occupying the dignity of the Bench. I deal with this subject somewhat at length, as it is a question which, of course, affects foreigners as well as Japanese. An incompetent man on the Bench may work incalculable mischief.

Considerable commotion has been caused in political circles by the action of the Peers in throwing out the Bill passed by the Government providing for increased taxation. After all hope of a compromise between the Government and the Peers was gone, the former invoked the Emperor's authority, and on the 12th inst. His Majesty communicated with Prince Konoze, President of the Upper Chamber. The Emperor's message represented that under the present disquieting circumstances of home and foreign policy, no duty was more important than the provision of funds for military purposes and for placing the national finances upon a sounder footing, and expressed the view that it was desirable the Upper House should give its assent to taxation bills, thus averting any cause for subsequent regret.

In the face of this Imperial message the Peers did not, of course, attempt to oppose the taxation proposal further, and at their next sitting it was unanimously agreed to pass the Bill. Some criticism has been evoked by the descent of the Emperor into the arena of politics, but there can be little doubt that it was the best course in the interests of the country. Increased resources are a necessity to Japan if she is to continue to take any prominent part in Far Eastern affairs, and to obtain such resources further taxes must be imposed. The incident goes to show, however, that Japan is not yet ripe for constitutional government, the political education of the people being sufficiently advanced for the whole burden of rule to be borne by their representatives.

There has, of course, been considerable comment in the Japanese journals regarding the Manchurian question. The *Jiji* remarks that the new treaty between Russia and China is the third attempt by Russia to enter into arrangements with China regarding Manchuria. The first attempt was what is known as the Port Arthur agreement, while the second had to undergo considerable alterations, and has at length been put in the form of the present proposed treaty. The combination of six Powers was brought into existence when Russia made the second attempt. The warnings now advanced by the Powers were given to the Chinese peace commissioners separately in Peking, and the significance of the warnings is more or less different in the case of different Powers. Some, for instance, warned China that it was not reasonable for her to enter into any special arrangement with one Power before successfully disposing of the responsibility relating to the recent trouble, while others went further and cautioned China that the conclusion of such a treaty as the St. Petersburg Convention would place China under a most grave responsibility. It is understood that Japan belongs to this latter category.

Speaking upon the same subject to a representative of the *Nichi Nichi*, Mr. Nakaka, formerly Director of the Political Bureau, is reported to have said:—"Though European powers seem to move in concert with China in Chinese affairs, if anything of grave importance takes place they will not hesitate to break away from the concert for the protection of their own interests. That England is not favourable to the Russian occupation of Manchuria is apparent, but it is very doubtful whether she would oppose Russia at the cost of a gigantic war. In short, Japan is the only power which will resist Russia to the last. Some Japanese wish to oppose Russia with regard to her Manchurian *chutz* on sentimental grounds, but the important interests of the country must not be swayed by sentiment. Korea rightly belongs to Japan's sphere of influence, while Russia, on the other hand, has built up a secure foundation in Manchuria, and has long been making preparations for occupation. If Japan attempts to drive Russia out of Manchuria, she will

resist with her whole strength. Even supposing Japan were temporarily successful, if the struggle were continued and extended to Korea it would be very injurious to Japan's interests. Japan does not necessarily need to quarrel with Russia over the Manchurian business; neither does Russia want to quarrel with Japan. Japan is the only power which can oppose Russia with a fair hope of success. If Japan agrees to the action of Russia, it is easily conceivable that the latter will reciprocate Japan's good intentions. It would be better for both countries to avoid unnecessary disputes and acquire advantages for themselves. In short, it is worth while to consider whether the Manchurian question must be solved against Russia, or whether it should be solved with Russia."

Despite these moderate utterances, there is undoubtedly a very strong feeling against Russia among the Japanese, and were it not for the prudent considerations entertained by the superior statesmen, war might easily be precipitated. Under existing circumstances, however, Japan is not in a position to fight alone against Russia. Her finances are down to the lowest ebb and her credit is by no means good with the foreign money market, so that unless she obtains the active support of England, or some other great power, it is very unlikely that the Manchurian question will be put to the arbitrament of the sword.

THE PLAQUE.

Number of cases reported (Chinese) 76 up till noon of the 1st April, 1901
Number of cases reported (Chinese) 0 during the past 24 hours

Total number of cases reported to date... 77
Number of deaths reported (Chinese) 73 up till noon of the 1st April, 1901
Number of deaths reported (Chinese) 1 during the past 24 hours

Total number of deaths recorded to date... 74
Number of cases reported (Chinese) 36 up till noon of the 1st April, 1901
Number of cases reported (Chinese) 4 during the past 24 hours

Total number of cases reported to date... 55
Number of deaths reported (Chinese) 29 up till noon of the 1st April, 1901
Number of deaths reported (Chinese) 3 during the past 24 hours

SMALL-POX.

Number of cases reported (Chinese) 36 up till noon of the 1st April, 1901
Number of cases reported (Chinese) 4 during the past 24 hours

Total number of cases reported to date... 55
Number of deaths reported (Chinese) 29 up till noon of the 1st April, 1901
Number of deaths reported (Chinese) 3 during the past 24 hours

ALONG THE YANGTZE RIVER.

(From the *Mercury*.)
Things along the river seem to be very quiet, albeit uncertain. Every one maintains his personal opinion on the situation, which in the absence of official and reliable information is perhaps the best and only way. So far there is little that one hears that is different from the mass of received opinion and at the same time worthy of further consideration.

The people maintain their usual attitude towards foreigners which, so far as lower Yangtze is concerned, has never been remarkable for its friendliness or concern for the ultimate fate of the foreigners.
At Hankow general confidence is expressed in the good intentions of the Wuchang Viceroy, who has admittedly a most difficult part to play. To add to his other embarrassments he is now suffering from an attack of the prevailing influenza, for which he appears to be taking a native cure distrusting, apparently, the native quacks and equally disinclined to the foreign pharmacy. A good case for the new propaganda which appears to be urging the claims of a certain Chicago dealer, if one may be pardoned such a suggestion.

The water in the river is exceptionally low this year and navigation is consequently more difficult and more uncertain. The oldest inhabitant is in request to furnish a parallel for the present year in which the watermark at Hankow is some two feet below zero.

Whenever the steamer gets near enough to shore for one to distinguish the words shouted at us, the ears are constantly assailed with shouts of "foreign devil, foreign devil," accompanied by indecent gestures on the part of the children and young people generally.

At Shensi we learn that the only way to save oneself from constant insult while walking in the country is to carry along some cash, and give one to the rascals one meets and so buy off their loud mouthed reviling.

Shensi trade is said to be increasing in spite of the discrimination made against the port by the older steamship companies.
The Japanese are aiming to develop the trade of the port, and so far have done the bulk of the carrying trade with a share of the passenger traffic. Given a hulk here, with decent landing facilities for both passengers and freight, the trade of this important place should rise steadily, its proximity to Ichang notwithstanding. There is an agent for the German steamers living here in a hulk, just off the Customs landing, and it is probable that between the German and Japanese lines, Shensi will get more attention than has hitherto been accorded to it.

KOREAN NEWS.

RUSSIA AND JAPAN INTRIGUING.
KOREAN MINT HURT DOWN.
CHEMULPO, March 16th.

The Korean Government has contracted with the following firms for silver for coining, Messrs. Holme Ringer and company of Nagasaki for 200,000 and the Mitsui Bussan Kaisha 100,000 ounces.
It is reported in the Seoul native papers that \$200,000 worth of nickels will be imported to Korea within the next two months.
Three prominent officials were dismissed by the Emperor of Korea on the 4th inst. on a charge of selling an island named Rose Island, just in front of Chemulpo harbour, to Japanese merchants in Chemulpo secretly. The three culprits are the Minister of Commercial Department, Judge of Supreme Court, and Minister of War Department.
Great trouble arose on the said island on account of the Japanese trying to expel all Koreans living on the island, and the islanders absolutely refused and applied to the Government.
The island was supposed to be wanted by Japan as a base for Russian schemes in Korea.
The French Gunboat *Bengale*, which arrived here on the 10th inst. with the French Minister, M. de la Roche, is to go up the Han

river as far as Yong San, a suburb of Seoul, 2 miles distant from the city itself.
The Secretary of Legation and other French residents in Seoul met the Minister at the Hotel, and all left by first train at 8 a.m. for Seoul on morning of the 11th.
Mr. L. Adachi, Manager of the Seoul Chemulpo Railroad, arrived here by the *Sei Maru* from Japan.
The Port of Chemulpo has now been reopened, all the ice is reported to be gone, and the first steamer left here this morning.
On the morning of the 8th at 4 a.m., fire broke out at the Imperial Mint at Yong San, near Seoul, and completely burned the place down. Smoke was still rising from the ruins till about 3 p.m. next day. It is also reported that 1,000 dollars worth of silver has been melted.

Work commenced on the 9th in repairing the Imperial mint at Yong San. The cost is estimated at about ten thousand dollars.
The Mint was a very fine building, erected only last year. Stone and brick were to have been the only materials used, but evidently this condition had not been properly observed.
It is said that the British Minister in Seoul has applied to the Minister of the Commercial Department for aid in purchasing old Korean curios, but this has been refused.
On the 5th inst., all the officials in the Cabinet were dismissed. The reason is not reported, and new officials have been temporarily appointed.—*New Press Cor.*

PEI-TAI-HO.

A correspondent who has recently been to Pei-tai-ho writes to the *P. and T. Times* as follows:—"Perhaps no more remarkable instance of the justice with which the whole of this campaign has been carried out exists than the case of Pei-tai-ho. In the whole of that district it is the only place where the Chinese carried out wholesale destruction of European houses and property, and yet what has happened? All the district round Shan-hai-kuan, Ching-wan-tao and other places has been more or less severely punished—indirectly it is true, but nevertheless punished—at Pei-tai-ho not one single villager who looted and wrecked our houses has suffered the loss of a cent. It is not as if no troops had been near enough to carry this out: the British have had a whole Brigade up at Shan-hai-kuan, and also troops at Ching-wan-tao (6 or 7 miles by the sand from Rocky Point), during the whole winter. Out of the 120 odd foreign houses at Pei-tai-ho not one exists except so far as perhaps the outside walls and foundations: this was entirely and solely the work of the surrounding villages, and to within a short time ago all the Chinese had European furniture, stoves, etc., in their houses: in one case a Chinese had built a stable out of the flooring from an adjacent bungalow, a particular American wood which the owner at once recognized. Now they have got rid of most of their loot from fear. Neither the soldiers nor the Boxers had any hand in this work. Now we hear that two foreign armies at any rate are going to have large summer camps on the hills at Pei-tai-ho, which means of course that everything, as usual, including labour, provisions, etc., will be paid for at an exorbitant rate, no retribution will be exacted and as usual, the bland Chinese will score all along the line. He will for a second time make a good thing out of building up our European houses, and will be able to charge what he chooses. What will be the result? Even if indemnity is paid up by the Chinese Government, for losses at Pei-tai-ho, it will be probably never known at all locally, and after troops have been withdrawn from the country, at the first sign of another outbreak, the villagers will at once wreck and loot Pei-tai-ho, remembering they had such a good time before *without* indemnity. No one wishes to see wanton destruction of villages and the like, for that would spite ourselves, but the villagers might certainly be made to render free work and materials for useful purposes, —the making of good roads, drains, etc.
As it is, it is probably too late, the people will be under military protection, be over paid and become absolutely insentient."

RUSSIA AND KOREA.

A remarkable paragraph appears in the *Jiji Shimpō*, says the *Japan Times* of the 23rd inst. It says that Russia has practically taken possession of Chinghai Bay in Korea and is making it the basis of all kinds of operations. She has staked out a large extent of land and has erected a rest-house for sailors. Recently a Japanese fishing boat which attempted to call there was warned off by the Russians. Our contemporary notes that some three thousand boats go from Japan twice every year to fish in the waters along the Korean coast, and it is essential to the prosecution of their enterprise that they should call at Chinghai and Koje Island. If these places pass into Russian occupation and are lost to the Japanese, the latter will be seriously embarrassed. It is alleged that Russia approached this matter of Chinghai by sending a surveying party which set up posts marking out a large space, the allegation being that these were merely temporary marks for purposes of measurement, and that application would subsequently be made to the Korean Government. But the posts have proved permanent erections and the land delimited by them is now virtually Russian property. Further, although Russia promised, when she obtained Yankum at the entrance to Masampo from its Japanese holders, that the place would not be used for military purposes, she has admitted sentries there, and no one is permitted without permission to enter the building a naval hospital, and though such doings may possibly be construed as non-military, they are certainly open to grave suspicion. If Russia becomes mistress of Masampo and Chinghai she will have in her possession the two finest harbours on the whole of the Korean coast, and will be in a position gravely menacing to Japan. Of course these details may be incorrect, but the *Jiji Shimpō* obviously regards them as in the main accurate. It will be remembered that Mr. Usui Tepei recently asked a question about Chinghai in the House of Representatives, and that he received an answer in the sense that the information on which his query was based differed materially from that in the possession of the Government, and that the latter view of the case was also correspondingly different. He now submitted a new question asking what information the Government possesses and what view it takes.

THE KOREAN SUPERINTENDENT OF CUSTOMS.

SEOUL, March 22nd.
The Korean Government has suddenly notified Mr. Mc Leavy Brown, Superintendent of the Customs, that he has been dismissed from office. The Korean Government has been pressing Mr. Mc Leavy Brown to leave his official residence, but that gentleman refused to comply with the request. The Korean Government then notified him of his dismissal. Mr. Mc Leavy Brown and the British Minister to Seoul are indignant, and it is feared that the affair will cause trouble between the British and the Korean Governments.—*Adm.*

THE LOSS OF THE "CITY OF RIO DE JANEIRO."

Commenting upon the *City of Rio* disaster the *Eastern World* says:—"The loss of the unfortunate mail steamer that has come to hand this week is very far to show there were no valid reasons to blame Captain Ward, or the owners of the ship for having manned her with a Chinese crew. There had been a dense fog all night and on the morning of the accident, and a smooth sea, so that there were no breakers to give warning of hidden dangers, and the vessel was in charge of a pilot who had, no doubt, brought in hundreds of ships. The ship lay to until 4.30 a.m., and Quartermaster Lindstrom gave evidence that the lead had been carefully used while the ship was coming in, and that the soundings taken a moment before the ship struck showed a depth of water more than sufficient to float a vessel double the draught. Fog signals were given and every possible precaution taken against accident."

Under the circumstances it strikes one as particularly ungenerous that pilot Jordan, who was saved, should have endeavoured to throw the blame upon the captain who made no attempt to save himself, but bravely went down with his ship.
Jordan's story is to the effect that when the ship had entered the Heads the fogs enveloped her. He notified the captain that it was unsafe to proceed, but the latter ordered him to go ahead. The captain's order was obeyed, and therein the pilot confesses himself at fault, for from the moment he took the ship in hand his authority in all matters was supreme, and he was responsible for her safety, and the lives of the people aboard her.

That there should be some confusion when the ship struck is very natural, and that would have happened on any ship, no matter how well drilled the crew might be, for the drill cannot extend to the passengers.
In any case, the pilot was in command of the ship and we cannot believe that a master of Capt. Ward's high standing and long experience would have acted contrary to the pilot's orders. On the contrary it seems that the ship was navigated with all possible care, and that the accident was due to causes that human foresight cannot render inoperative, although each case may offer suggestions how life might have been saved, and such suggestions reflect no discredit upon any one, but are in the interest of all concerned.

And the most primitive idea is generally best adapted to be carried into practice. Such an idea is suggested by floating spars, and in many of the modern ships it has been adopted, amongst other appliances for saving life in the shape of life rafts which can be quickly detached. Such life rafts can easily be stowed under the boats also, when at sea, inside of the bulwarks, and, in various sizes, almost anywhere on board of a ship, and the aluminium cigar case suggests a very good pattern for life rafts made of light, but strong air-tight tubes, on which appliances for the erection of low sheet steel bulwarks could easily be fixed, if considered necessary, on both sides, and in which compartments for water, provisions, lights, etc., could as easily be made. Each side, indeed, might, at the outset, be furnished with a low iron handrail which persons struggling in the water might grasp. The mere sight of such life rafts, and perhaps drill with them at the outset of a voyage, would inspire passengers with a degree of confidence that would prevent any mad rush for the boats, and, in the case of an accident involving any possible danger to life, a number of those rafts might be launched at once and kept alongside of the ship with painters, so that even if a boat got swamped or capsized the people struggling in the sea could reach them.

A couple of thousand dollars would be sufficient to provide each ship with such life rafts, and it is evident that the ships provided with them would take the passenger trade from the ship without them. An advertisement to the effect that such and such a ship is provided with life rafts for say 300 or 500 passengers, or whatever the figure may be, and boats for so and so many passengers, would soon tell its story in the receipts.

THE LATE CAPTAIN WATTS-JONES, R.E.

Further light is thrown on the awful fate which befell Capt. Watts-Jones, R.E., in a letter from Mr. Angus Hamilton, correspondent of the *Pail Mail Gazette*, dated from Kalgan at the end of November. The letter states:—"It appears that when his companion, J. Grant Birch, lost his life in the Yellow River, by the upsetting of the rail, Captain Watts-Jones, with unflinching obstinacy and foolhardiness, continued his journey of exploration and survey by working round from the scene of the accident to Kwei-hwa-Cheng, a town upon the Mongolian border, eight marches N. E. from Kalgan. Throughout this unnecessary journey he was often besought to return, and was advised by the missionaries through whose centres he passed that any further advance at such a moment would be fatal. Captain Watts-Jones, however, would accept no advice, and would take no heed of the warnings which were so repeatedly bestowed upon him. As he pressed onwards, the country became more and more disturbed, and his progress the more difficult. Nevertheless, by extraordinary good fortune, the plucky officer met with no further misfortunes until he chanced to meet at Kwei-hwa-Cheng, En-Shien, the infamous Governor of Shansi, who not only refused to assist him, but directly connived at and contrived his murder. By wilful treachery and deceit Captain Watts-Jones was inveigled into the Governor's yamen where he was captured, and from which he only emerged for the public exhibition and ceremonial parade through the streets and the infliction of the tortures with which he was afflicted. With elaborate refinement the Chinese daily administered restoratives to their hapless victim, and were thus enabled to prolong their devilish proceedings over four days. At the same time that Captain Watts-Jones was tortured, an Abbe of the Mission Belge fell into the hands of the bloodthirsty En-Shien, and shared a similarly barbarous treatment. These acts were the signal for a general massacre of native converts, and now even missionaries from Mission Belge at Siwan tu declare that at great distances from us there are isolated centres where the missionaries are still holding out and against which the Chinese have directed repeated assaults."

NOTANDA.

CALENDAR.
APRIL.
Meteorological means based on ten years' observations to 1893.
Barometer 30.059
Thermometer 62.0
Humidity 85.0
Rainfall 4.08
TO-DAY.
WEATHER REPORT.
On data at 10 a.m. On data at 1 p.m.
Barometer 30.11 29.99
Thermometer 58 69
Humidity 63 79
Rainfall 0.0

TO-DAY.
Tuesday, 2nd April, 1901.
Chinese—14th of 2nd moon of 27th year of Kwang-su.
Sun—Rises 5hr. 54min.
Sets 6hr. 14min.
Moon—In Equator 5hr. a.m.
High water—Morning 8hr. 35min.
Afternoon 8hr. 40min.
Low water—Morning 1hr. 56min.
Afternoon 2hr. 54min.
ANNIVERSARIES.

1847—Sir John Davis Expedition started for Canton.
1865—Richmond. Captured by General Grant after a siege of 145 days.
1899—President Kruger said that Uitlander must forsake their old country.
1895—Prince Kung degraded by the Empress Dowager.
1890—Memorial stone of the Hongkong Praya works laid by the Duke of Connaught; H. R. H. afterwards attended a meeting of the District Grand Lodge of Hongkong and South China; the Duke and Duchess entertained at the Ko Shing Theatre in the evening.
1899—Medals for special service during the plague presented to members of the force.
1900—Formal opening of the Bellios Refectory, Causeway Bay, by His Excellency the Governor.

TO-MORROW.
Wednesday, 3rd April, 1901.
Chinese—15th of 2nd moon of 27th year of Kwang-su.
Sun—Rises 5hr. 33min.
Sets 6hr. 14min.
Moon—In Equator 5hr. a.m.
High water—Morning 8hr. 35min.
Afternoon 8hr. 40min.
Low water—Morning 1hr. 56min.
Afternoon 2hr. 54min.
ANNIVERSARIES.

1872—Antioch destroyed by earthquake; 16,000 lives lost.
1895—Great fire in Manila; between 3,000 and 4,000 houses destroyed.
1899—Capt. May assaulted by Chinese at Taipei.

AGENDA.
TO-DAY.
9 p.m.—The Dallas Company at the Theatre Royal.
Cargo ex *Asia Maru* subject to rent.

TO-MORROW.
Noon—C. P. R. steamer *Empress of China* with mails passengers etc. leaves for Vancouver B.C.
Noon—N. D. L. Co's steamer *Stuttgart* with mails etc. leaves for Europe.

THURSDAY, 4th.
Cargo ex *Sobran* subject to rent.
FRIDAY, 5th.
First Day of the Annual Prize Meeting of the Hongkong Rifle Association at Kowloon.
Daylight—N. Y. K. steamer *Tamba Maru* leaves for Europe.

SATURDAY 6th.
Second Day of the Annual Prize Meeting of the Hongkong Rifle Association at Kowloon.
(About)—P. & O. S. N. steamer *Bombay* leaves for London.
MONDAY, 8th.
Last Day of the Annual Prize Meeting of the Hongkong Rifle Association at Kowloon.

TUESDAY, 9th.
C. N. Co's steamer *Taiyuan* leaves for Manila and Australian Ports.
Regular Meeting of United Service Lodge, No. 1341, E.C.

SHIPPING AND MAIL NEWS.
MAILS DUE.
German (*Prinzess Irene*) to-morrow.
Indian (*Arratoon Apar*) to-morrow.
Canadian (*Tartar*) to-morrow.
American (*Coptic*) 5th instant.
American (*America Maru*) 12th instant.
Canadian (*Empress of India*) 16th instant.
American (*City of Peking*) 20th instant.
American (*Galle*) 26th instant.

The N. P. Co's steamer *Victoria*, arrived at Tacoma from Hongkong and Japan on the 31st March.
The D. Co's steamer *Ucalburn*, left New York on the 31st ultimo for Straits, Hongkong, China and Japan.

The O. & O. S. S. Co's steamer *Coptic*, with mails, etc., left Shanghai for this port this morning at 9 a.m., the 2nd inst.

The O. & O. S. S. Co's steamer *Gaelic*, with mails, etc., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 12th ultimo.

The T. K. K. steamer *America Maru*, with mails, etc., from San Francisco to the 15th ult. via Honolulu, arrived at Yokohama, and will leave for this port on the morning of the 16th inst. via Inland Sea, Kobe, Nagasaki and Shanghai.

HONGKONG AND WHAMPOA DOCK RETURNS.
G.M.S. *Hertha* at Kowloon (Dial).
G.M.S. *Jaguar* " "
U.S.S. *Isle de Luzon* " "
U.S.S. *Bentington* " "
U.S.S. *Vorkuta* " "
U.S.S. *Kentucky* " "
Hongkui " "
Alcos " "
Lung Tung " "
Kangchow " "
U.S.S. *Concord* Cosmopolitan
Colnet " "
Pipa " "
Glaugle " "
Pinarth " "
Pinarth " "
Leongang " "

TASSED THE CANAL.
Outward—22nd March—Ceylon, Calcutta, Andalusia, Segre, Benavente, Germanicus, 26th March—Prins Heinrich, Korvorn, Misconora, 29th March—Indus, Shihana Maru, Indran.
Homeward—22nd March—Shanghai, 26th March—Glaugle, Sado Maru, Alcinous, 29th March—Prins Heinrich, Korvorn, Misconora, 29th March—Indus, Shihana Maru, Indran.

Shipping.

ARRIVALS.
PYRRHUS, British steamer, 2,281, J. W. Walker, 1st April, Singapore 40th Mar., General.—Butterfield & Swire.
GYMERIC, British steamer, 2,598, H. G. Thomson, 2nd April, Fochow 31st March, General.—Dodwell & Co., Ltd.
STUTTGART, German steamer, 3,109, P. Grosch, 2nd April, Yokohama 23rd March, Mails and General.—Melchers & Co.
GERMANIA, German steamer, 1,713, A. Bendixen, 2nd April, Sourabaya 21st March, Sugar.—Jensen & Co.
MACDUFF, British steamer, 1,882, R. Glegg, 2nd April, Moji 27th Mar., Coal.—Dodwell & Co., Ltd.
THALES, British steamer, 820, A. J. Robson, 2nd April, Swatow 1st April, General.—Douglas, Laprak & Co.

Clearances at the Harbour Office.
Marburg, German str., for Singapore.
Hong Kow, British str., for Andou.
Florentia, British str., for Shanghai.
Hoisson, British str., for Canton.
Pak Kong, British str., for Canton.
Diamond, British str., for Amoy.
Akashi Maru, Japanese str., for Swatow.
Melbourne, Austrian str., for Singapore.
Benedi, British str., for Nagasaki.
Emma Lyken, German str., for Singapore.
Hue, French str., for Quong-chow-wan.

DEPARTURES.
April 2, *Holstein*, German str., for Hoibow.
April 2, *Chiang*, British str., for Canton.
April 2, *Uitlander*, British str., for Shanghai.
April 2, *Alcorty*, British despatch-vessel, for Shanghai.
April 2, *Diamond*, British str., for Manila.
April 2, *Thames*, British str., for Swatow.
April 2, *Stentor*, British str., for Singapore.
April 2, *Salakadi*, Dutch str., for Swatow.
April 2, *Melbourne*, Austrian str., for Singapore.
April 2, *Zuffo*, American dispatch-vessel, for Manila.

PASSENGERS—ARRIVED.
Per *Pyrrhus*, Singapore—230 Chinese.
Per *Germania*, from Sourabaya—36 Chinese.
Per *Thales*, from Swatow—Mr. Bridge, and 36 Chinese.
Per *Stuttgart*, from Yokohama—Messrs. R. M. Stirling and J. B. Ellard. From Kobe—Mr. O. Meyer and Capt. Schulz. From Shanghai—Mr. Mrs. and Miss J. Arnold, Messrs. C. Heermann, H. A. Manning, H. J. McLaughlin, Brower Cameron, J. Brosch, Jessen, Fr. McCaully, D. Ellis, J. Arnold, Jessen, Mrs. Shen, and Mr. and Mrs. M. B. Anderson.

MALEFACTORY EXPORTS.
The British steamer *Pharos*, Hongkong to London, 30th March, took—25 bales Pined Cocoon, 140 bales Waste Silk option Manchester, 70 Waste Silk option Goolie, 5 bales Raw Silks, 15 cases Cigars from Manila, 3 cases Cigars, 150 cases Dry Ginger, 20 cases Cans, 55 rolls Mats, 41 cases Woodware, 3 cases Feathers, 18 cases Curios, 8 Effects, 2 cases Chinaware, and 18 cases Sundries; for Manchester—75 bales Waste Silk; for Lyons—403 bales Raw Silk; for Marseilles—133 bales Raw Silk.

SHIPPING REPORTS.

Captain J. W. Walker, of the steamship *Pyrrhus*, from Singapore, reports:—"Light to moderate winds to Faden, then fresh to strong monsoon and moderate sea to port."
Capt. A. Robson, of the steamship *Thales*, from Swatow, reports:—"Fine and clear, with light N.E. winds. Vessels in Swatow—German cruiser *Seadler*, s.s. *Rajaburi*, *Tai Lee*, *Sirhan*, *Dagmar*, and *Taiwan*."

STEAMERS EXPECTED.

Names.	From.	Date.
Prinzess Irene	Singapore	To-morrow
Arratoon Apar	Singapore	To-morrow
Tartar	Japan	To-morrow
Tamba Maru	Japan	To-morrow
Strathgyle	Moji	April 4th
Coptic	Shanghai	April 5th
Bomida	Singapore	April 5th
Strathgyle	Japan	April 9th
Guthrie	Port Darwin	April 9th
America Maru	San Francisco	April 12th
Empress of India	Vancouver	April 16th
City of Peking	San Francisco	April 20th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Private Sailings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest information.

PROJECTED SAILINGS.

Ship.	Destination.	Date.
Agamemnon	London	April 23rd
Ajax	London	April 23rd
America Maru	San Francisco, etc.	April 23rd
Appling Maru	Fochow	April 23rd
Australasian	Sydney, etc.	April 11th
Bamberg	Havre, etc.	April 8th
Bayer	Straits, etc.	July 25th
Berghaus	San Diego, etc.	April

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TAMBA MARU.....	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 5th April, at Daylight.
INABA MARU.....	KOBE and YOKOHAMA.	FRIDAY, 12th April, at Daylight.
SANUKI MARU.....	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 19th April, at Daylight.
KASUGA MARU.....	NAGASAKI, KOBE and YOKOHAMA.	FRIDAY, 19th April, at Noon.
IDZUMI MARU.....	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA.	FRIDAY, 19th April, at 4 P.M.
HIROSHIMA MARU.....	MOJI, KOBE and YOKOHAMA.	TUESDAY, 23rd April, at Noon.
SHIMANO MARU.....	KOBE and YOKOHAMA.	FRIDAY, 26th April, at Daylight.
YAWATA MARU.....	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE.	FRIDAY, 26th April, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 2nd April, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAVOIA.....	HAVRE and HAMBURG.	About 4th Freight and Passage.
Behrens.....	(LONDON with transhipment in HAMBURG)	About 4th Freight.
BAMBERG.....	HAVRE and HAMBURG.	About 8th Freight.
Jacobs.....	(LONDON with transhipment in HAMBURG)	About 8th Freight.
SIBIRIA.....	HAVRE and HAMBURG.	About 15th Freight and Passage.
Kniep.....	(LONDON with transhipment in HAMBURG)	About 15th Freight and Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, &c., apply to CARLOWITZ & Co., Agents.

HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

TOYO-KISEN KAISHA. U.S. MAIL LINE.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)		Tuesday, 23rd April, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)		Thursday, 16th May, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)		Tuesday, 11th June, at Noon.

THE Twin Screw Steamship "AMERICA MARU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 23rd April, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

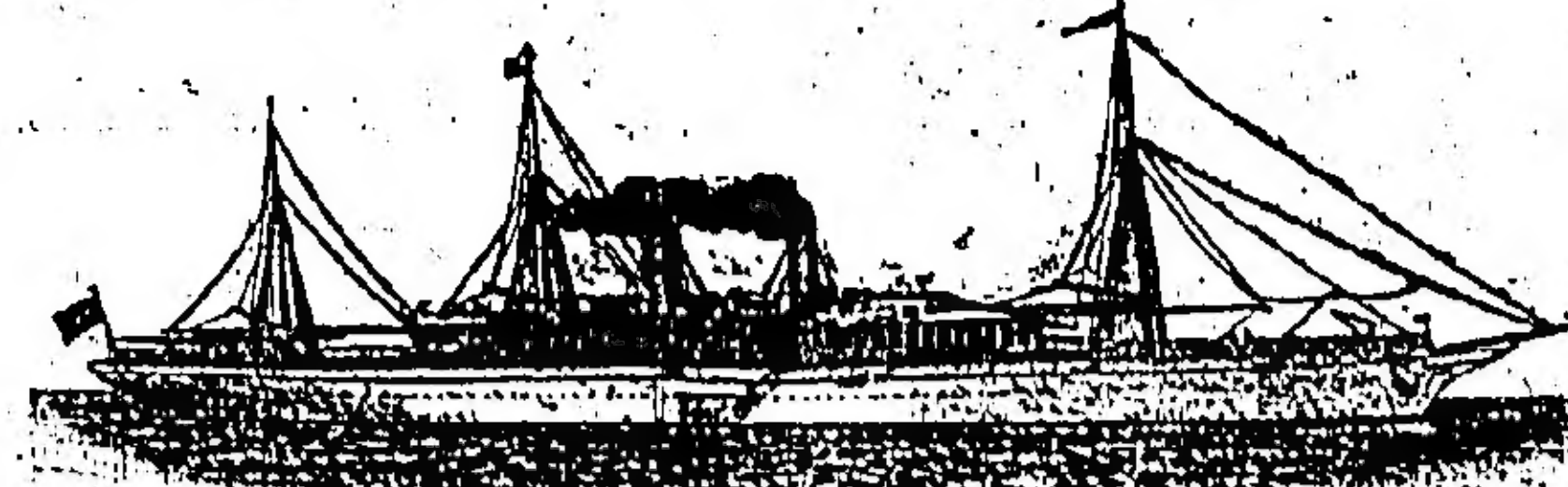
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 3rd April.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 24th April.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 15th May.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent.

Hongkong, 13th March, 1901.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Steamers.	Tons.	Captains.	Proposed Sailings.
Clovering.....	3,328	T. Barker	April 5
Glenogle.....	3,750	W. Frakes	April 8
Olympia.....	2,537	J. Truebridge	April 26
Tacoma.....	2,511	A. Dixon	May 17

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52. Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES. HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA TO NEW YORK in 44 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35. The best route to the KLODYNE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other points on application.

Special rates allowed to members of Government Services.

For further Information as to Passage or Freight, apply to DODWELL & Co., LIMITED, General Agents.

Hongkong, 1st April, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship "CHUSAN,"

Captain C. L. Daniel, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 13th April, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 25th March, 1901.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:

ADOLPH OHRIG, American ship, Amesbury.—Standard Oil Co.
MOZAMBIQUE, British ship, Robt. Clerance.—Standard Oil Co.
SEA-WITCH, American ship, Howes.—Master.
HATTIE C. SMITH, American schooner, Riley.—Master.

COLEMAN, British ship, D. M. Williams.—Master.

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI.....	"FOOCHOW".....	3rd instant.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE.....	"TAIYUAN".....	5th instant.

S.S. "PYRRHUS" from GLASGOW and LIVERPOOL has arrived, and will sail for SHANGHAI and JAPAN, TO-MORROW, the 3rd instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 2nd April, 1901.

OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS.	DUE.
GLASGOW.....	"ULYSSES".....	11th April.
FOR	STEAMERS.	TO SAIL.
LONDON.....	"IDONEUS".....	16th April.
	"AGMELINON".....	23rd April.
	"AJAX".....	30th April.
LIVERPOOL (DIRECT).....	"TARTARUS".....	15th April.

(Taking Cargo at LONDON RATES).

For Freight, apply to

BUTTERFIELD & SWIRE, Agents; O. S. S. Co.

Hongkong, 29th March, 1901.

IMPERIAL GERMAN MAIL LINE. To be Let.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship "PRINCESS IRENE," of the NORDDEUTSCHER LLOYD.

Captain P. Wetten, due here with the outward German Mail about TUESDAY, the 2nd April, at 6 P.M., will leave for the above Places about 24 hours after arrival.

NORDDEUTSCHER LLOYD. For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 30th March, 1901.

FOR NEW YORK VIA PORTS AND SUEZ CANAL. Calling at MANILA and CEBU.

THE Steamship "GYMERIC," will be despatched for the above Port on or about the 3rd April, and will be followed by the Undersigned Steamers for NEW YORK, via Usual Ports of Call—

"RICHMOND CASTLE," "PATHAN," "FERDENE," and "LOWTHER CASTLE." For Freight, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 30th March, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship "LOONGSANG,"

Captain Weigall, will be despatched as above on FRIDAY, the 5th instant, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 1st April, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY. THE Company's Steamship "MAIDZURU MARU,"

Captain K. Sobajima, will be despatched for the above Port, on SUNDAY, the 7th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 1st April, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY. THE Company's Steamship "ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 10th April, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 27th March, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship "AUSTRALIAN,"

Captain P. T. Helms, will be despatched as above on THURSDAY, the 11th April.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

Return Tickets issued by this Company and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 25th March, 1901.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th instant, at 5 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co.

Hongkong, 29th March, 1901.

H. A. RITCHIE, Superintendent.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENEDI" FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th instant, at 5 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co.

Hongkong, 29th March, 1901.

H. A. RITCHIE, Superintendent.

THE DUCHESS OF YORK'S MOURNING OUTFIT FOR HER AUSTRALIAN TRIP.

Into every planned outfit or trousseau come always many changes. The whole range of pretty apparel is completed. In this respect the Duchess of Cornwall and York's outfit for her Australian trip is no exception.

The Duchess, although not a leader of fashion, has a warm affection for pretty and dainty dress, and likes to have plenty of new gowns and hats, &c.

With special care the Duchess had several weeks ago now arranged her whole outfit. Laces had been selected, designs for evening and day dresses, cloaks, capes were chosen, hats were ordered, and the hundred and one dainty accessories to the charming of pretty gowns were being collected.

Milliners and dressmakers were busily at work when the illness of Queen Victoria became serious. Then telegrams were sent to all of the many workers on the Duchess's outfit and everything stood in abeyance until it was decided that prearranged events should take their course. Then the making of the Duchess's outfit was resumed.

All colour was at once discarded, even the pretty pinks and blues which H. R. H. had found to be particularly pleasing to her, and the outfit was almost completed in a dainty array of mourning. To relieve the depressing dullness of heavy black the royal traveller has been pleased to choose much white and delicate mauve for wear whilst passing through the tropics and to meet the warmth of the Antipodes.

Not one firm alone, but many have the honour of participating in the making of this royal outfit, for the Princess, following in the footsteps of her mother, the late Duchess of Teck, distributes her favours even to makers of beautiful millinery outside the charmed first circle of fashion creators. *The Morning Leader.*

COLOURED "TOMMIES."

Let us see ourselves plunged into that Armageddon, of which no man knows either the beginning or the end. Supposing even that we were to cease knocking down to Russia in the East and we had to defend India against her. Should we, in obedience to a mistaken sentiment, leave 150,000 of the finest troops in the world behind us just because they happen to be coloured, and the Russian has a European veneer over his Tartar skin? The idea is, of course, absolutely absurd, and it would be permissible to turn the Sikhs and the Gurkhas loose on the Russians, why should we not use a drilled South African native army against our enemies? The Basuto, the Zulu, and the Matabele would make just as good soldiers as the Afrikaners, the Yorubas, and the Hausas. Why should we not make use of them against that hour of need, an hour which may strike a great deal sooner than some of us think? *George Griffiths in the Express.*

EXPLORATIONS IN THE CANADIAN ROCKY MOUNTAINS.

At a recent meeting of the Royal Geographical Society, Professor Norman Collie who in two previous journeys explored the eastern side of the Canadian Rocky Mountains for a distance of nearly 200 miles described in his paper a journey which he made last summer to the western side of the range in company with Mr. H. E. M. Stoddard, Mr. S. Spencer, and others. The party started on July 29 from Donald along the Columbia trail to the Bush river. The way lay through dense forest, and the Columbia river was soon left far to the left. The vast forest through which they travelled far exceeded anything on the other side of the range—the huge pines, cotton-wood trees, and fir reaching to a height of 150 feet. The undergrowth was very dense, whilst the fallen trunks of dead trees, sometimes six or eight feet through, lay scattered in every position. They encountered also that pest of British Columbia forests—the "devil's club," a plant with large and broad leaves and a stem covered with spikes. These spikes, when they entered the flesh, produced poisoned wounds which festered and, while "cutting trail" it was impossible to prevent the cutting roots from flying up and leaving the poisonous thorns in the body.

After reaching the Bush river progress was very slow, owing to the extremely difficult nature of the ground, which consisted of dense forest and undergrowth, with frequent swamps—almost impracticable for horses. The party was compelled to keep to the south bank of the river until August 16 when the crossing was made just opposite a shoulder of the high peak which dominated the valley and which was supposed to be Mount Bryce. For ten days the expedition had only covered about 32 miles as the crew flies, and in height had risen only some 400 feet.

A climb of about 5,000 feet for observation made it clear that the mountain at the head of the Bush valley was not Mount Bryce at all, and that the party was much further south than it had hoped to be. But with this discovery the extremely unpleasant fact asserted itself that the Columbia icefield, which was the goal of the expedition, lay nearly 15 miles away up a valley, every yard of which would have to be cut with an axe. To approach it would occupy at least a fortnight, and a return was therefore made to the camp in the valley, and Donald was reached again on September 1.

The result of the expedition had been to make clear a great deal about the geography of the district. Practically the whole distance between the Wood river and the Blueberry creek was drained by the Bush river. The Waitabit and Bluewater creeks merely took the water from the foothills. A large glacier existed at the back of the Freshfield group. This was the source of the south fork, while the Lyell and Columbia glaciers fed the north fork of the Bush river.

Another system of glaciers that lay to the west of Mount Bryce fed two tributaries of the Bush river flowing southward and parallel with the north fork. The magnificent snow-capped peak about 13,000 feet high, standing almost over the junction of the north and south forks was not Mount Bryce, but a hitherto unnamed mountain. The great depth of the Bush valley was of interest, and the fact that to start with, both from Mount Freshfield and Mount Columbia, the valleys lay parallel with the main chain, showed that probably the same forces that fashioned the valleys on the eastern side also made them on the west. This pressure, in many places at the headwaters of the Bush river, had contorted the rocks into the most fantastic bends and loops. This contortion seemed general and far more pronounced than anything which Professor Collie had seen on the eastern side of the mountains.

The general lie of the country was a series of more or less level strata facing north-east, with gentle slopes towards the south-west and precipitous faces towards the north-east, the ranges consisting chiefly of Carboniferous and Devonian limestones. There seemed to be only one pass below timber-line connecting the Bush valley with the east side and range, and this was explored by Mr. Charles S. Thompson, of Chicago, last summer. He was the first person who had been on its summit, which was 2,500 feet above sea-level.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Aheon, J.
Arrowsmith
Andrus, E. E.
Burgess, A. E.
Brittan, Mrs.
Beaumont, Mrs. G.
Brokenshire, F.
Beal, Gunner J.
Bertram, C.
Bell, L.
Brown, J.
Balfour, Mrs. M. B.
Boyd, R. P.
Birke, C.
Beylis, M.
Bannerman, J.
Boyd, R. P.
Beck and Horaby, Messrs.
Burson, Chas.
Cass, Miss
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Intimation. HONGKONG RIFLE ASSOCIATION.

PROGRAMME OF THE NINETEENTH ANNUAL PRIZE MEETING TO BE HELD AT KOWLOON, on FRIDAY, SATURDAY and MONDAY, the 5th, 6th and 8th April, 1901.

Under the Distinguished Patronage of His Excellency Sir H. A. BLAKE, G.C.M.G., Vice-Admiral Sir E. H. SEYMOUR, K.C.B., H.E. Major-General GASCOIGNE, C.M.G.

1.—Championship, 1st Stage.—Distance 200 yards. Members only. No. of Shots—Seven. Entrance fee 50 cents. Position, Standing or Kneeling. Three prizes value 50 per cent. of the entries with \$15 added.

2.—Championship, 2nd Stage.—Distance 300 yards. Members only. No. of Shots—Seven. Entrance fee 50 cents. Position any. Three prizes value 50 per cent. of the Entries with \$15 added.

3.—Championship, 3rd Stage.—Distance 400 yards. Members only. No. of Shots—Seven. Entrance fee 50 cents. Position any. Three prizes value 50 per cent. of the Entries with \$15 added.

4.—Championship, 4th Stage.—For competitors whose respective scores in Nos. 1, 2 and 3 make up the highest aggregate. Entrance fee 50 cents.

1st Prize \$15
2nd " 10
3rd " 7
4th " 5

5.—Championship, 5th Stage.—Distance 500 yards. Members only. No. of Shots—Ten. Entrance fee 50 cents. Three prizes value 50 per cent. of the Entries with \$15 added.

6.—Championship, 6th Stage.—Distance 600 yards. Members only. No. of Shots—Ten. Entrance fee 50 cents. Three prizes value 50 per cent. of the Entries with \$15 added.

7.—Championship, 7th Stage.—For competitors whose respective scores in Nos. 5 and 6 make up the highest aggregate. Entrance fee 50 cents.

1st Prize \$15
2nd " 10
3rd " 7
4th " 5

8.—Championship, 8th Stage.—For competitors whose respective scores in the three stages of the Championship make up the highest aggregate. Entrance fee \$1.00. Prizes to be selected by winners in order of merit as laid down by rule 12 in Ladies' Competition. Seven to ten prizes, according to number of entries.

9.—Nursery Aggregate.—Restricted to members other than A Class Shots, who joined the Rifle Association on or before 1st March, 1901. (For List of A Class Shots see Appendix to Official Programme). Distances 200, 300, 400 yards. No. of Shots—Seven at each distance. Position, kneeling at 200 yards, any position at 300 and 400 yards. Entrance fee \$1.00. Prizes in proportion to number of Entries—one prize to every four competitors. Prizes to be selected in order of merit as in Ladies' Competition.

10.—All Comers.—Competitions for all comers. Rifles or Carbines, will take place simultaneously with the foregoing events at Ranges 200, 300, 400, 500 and 600 yards. No. of Shots—Five at each range. Unlimited Entries. Entrance fee 50 cents per shot. Position 200 yards Standing or Kneeling. Other ranges any position.

11.—Prize at each range \$10
2nd " 7
3rd " 5

12.—All Comers Aggregate.—For competitors whose respective highest scores at each range, in No. 10 make up the highest aggregate. Entrance \$1.00. Prizes to be selected by winners in order of merit as laid down in Ladies' Competition.

13.—Ladies' Nomination.—Open to Lady Members or their Nominees. Distance 300 yards. No. of Shots—Seven. No entrance fee. Any position. Prizes presented. See Conditions Nos. 3 and 12.

14.—All Comers Aggregate.—For competitors whose respective highest scores at each range, in No. 13 make up the highest aggregate. Entrance \$1.00. Prizes to be selected by winners in order of merit as laid down in Ladies' Competition.

15.—Ladies' Nomination.—Open to Lady Members or their Nominees. Distance 300 yards. No. of Shots—Seven. No entrance fee. Any position. Prizes presented. See Conditions Nos. 3 and 12.

16.—Ladies' Nomination.—Open to Lady Members or their Nominees. Distance 300 yards. No. of Shots—Seven. No entrance fee. Any position. Prizes presented. See Conditions Nos. 3 and 12.

17.—Ladies' Nomination.—Open to Lady Members or their Nominees. Distance 300 yards. No. of Shots—Seven. No entrance fee. Any position. Prizes presented. See Conditions Nos. 3 and 12.

18.—Ladies' Nomination.—Open to Lady Members or their Nominees. Distance 300 yards. No. of Shots—Seven. No entrance fee. Any position. Prizes presented. See Conditions Nos. 3 and 12.

Intimations.

(Continued.) 9.—Two sighting shots—tickets price to cents each to be obtained at Committee tent—will be allowed at each range in every competition.

10.—Range-keepers (on the day on which they have kept, or are detailed to keep a range, for not less than 14 hours) and the Hon. Secretary will have precedence over other members.

11.—Firing entries to commence at 9.30 and cease at, or about, but not later than 5.30 p.m.

12.—Competition No. 15 will be fired between 3 and 5.30 o'clock on Monday, 8th April, weather permitting, during which time no other Competition will take place.

13.—Every Competitor for the Championship Prizes is specially requested to send in his scores to the Committee Tent not later than 3 p.m. on Monday, 8th April.

14.—Ties and matters not otherwise provided for will be decided by Bisley Rules.

15.—Competitors must write their names and descriptions on their tickets distinctly, in English characters.

16.—The Committee tent, where tickets and all information can be obtained, will be near that 500 yards range and persons wishing to cross the range must pass behind the firing points.

The Committee reserve to themselves the right to alter the description of any of the prizes herein stated, and also times of Shooting, Entry, Ranges, and Targets.

Persons wishing to join the Rifle Association should send their names with the requisite fees, to the Hon. Secretary. Subscriptions for Ladies \$1. Ladies under 16 years are not eligible for membership.

Members are reminded that they are not entitled to fire as such, or to the enjoyments of any privileges unless their subscriptions are paid on or before noon on Wednesday, 3rd April.

Ranges have been detailed as follows:—
200 yards—FRIDAY 9.30—5.30.
SATURDAY 9.30—5.30.
MONDAY 9.30—5.30.
300 yards—FRIDAY 9.30—12.00.
SATURDAY 12.00—3.00.
MONDAY 11.30—1.00.
400 yards—FRIDAY 12.00—3.00.
SATURDAY 12.00—3.00.
MONDAY 1.00—2.45.
500 yards—FRIDAY 3.00—4.15.
SATURDAY 9.30—11.30.
MONDAY 9.30—10.30.
600 yards—FRIDAY 4.15—5.30.
SATURDAY 11.30—2.00.
MONDAY 10.30—11.30.

Ladies' Nomination.
300 yards—MONDAY 3.00—5.30.
Programmes and Entry Forms may be obtained from, and Subscriptions paid to, ALEX. MACKENIE, 60, Queen's Road, Hongkong, 26th March, 1901.

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Hongkong, 13th December, 1900.

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUILAR STREET.

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Hongkong, 27th April, 1900.

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